

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

WIRE GAUZE
MOSQUITO NETTING.
Stocks kept at reasonable prices.
ALEX. ROSE & Co.
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ROYAL NAVAL DIVISION.
PUBLIC SCHOOL DETACHMENT.
THE ADMIRALTY have given Official permission for raising a Battalion of 1,000 men, which will be strictly limited to Public School or University men and who will serve together as a Unit.
Training is now going forward.
Applications desiring to enrol should apply at once to
ROYAL NAVAL DIVISION.
6, 7 and 8, Old Bond Street, W.
God Save The King.

No. 18,117.

號七十一百一千八萬一第

日八初月五年辰丙

HONGKONG, THURSDAY, JUNE 8TH, 1916.

四拜禮

號八月六年五國民華中

Price, \$8 PER MONTH.

THE HOME MAILS.

TO DEPART

June 8th.—Straits, Ceylon, Durban, Cape Town, Tenerife and London, at 11 a.m., per s.s. KAMO MARU.
June 8th.—Europe via Siberia at 2 p.m., per s.s. ANHUI.
June 9th.—Formosa via Keelung, Japan via Kobe, Victoria, Seattle, Tacoma, Vancouver and United Kingdom via Canada, at 11 a.m., per s.s. TITAN.
June 14th.—Europe via Siberia, at 10.30 a.m., per s.s. Express of Asia.
June 14th.—Shanghai, North China, Japan via Nagasaki, Victoria, B.C. (Canada), United States, South America and United Kingdom via Vancouver, at 10.30 a.m., per s.s. Express of Asia.
June 16th.—Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. NAGAYA.

N.B.—For further returns and for Mails to and from the Coast, Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHAW, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. 119

FOR SALE.

COLLECTIONS OF CHINA POSTAGE STAMPS. In packets, all different, no duplicates.

30 Stamps for \$1. 60 Stamps for \$4.50.
50 Stamps for \$1. 100 Stamps for \$20.00

GRACA & CO.

No. 4, WYNDHAM STREET.

Hongkong, 7th April, 1916. 151

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

TELEPHONE 1219.

Hongkong, 4th February, 1915. 586

PEAK TRAMWAY COMPANY, LIMITED.

TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 10 " "
11.30 " " 12.45 p.m. " 15 " "
12.45 p.m. to 1.15 " " 10 " "
1.15 " " 1.45 " " 15 " "
1.45 " " 2.15 " " 10 " "
2.15 " " 5.00 " " 15 " "
5.00 " " 8.10 " " 10 " "
NIGHT CARS.
6.50 p.m. and 9.00 p.m. 9.30 to 11.30 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m.
Every Quarter-Hour.

SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
12.00 noon to 1.00 p.m. " 10 " "
1.00 p.m. to 5.00 " " 15 " "
5.00 " " 8.00 " " 10 " "
8.00 " " 7.00 " " 15 " "
7.00 " " 8.15 " " 10 " "
NIGHT CARS on Week Days.
Extra Car at 12-Midnight.

SPECIAL CARS by arrangements at the Company's Office Alexandra Buildings, Des Voeux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptroller Order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Manager.
Hongkong, 12th June, 1915. 500

ON SALE.

BOUND VOLUMES of the **HONGKONG WEEKLY PRESS**, JULY TO DECEMBER, 1915. With Index. Price \$7.50.
On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 10th March 1916.

MITSUBISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.O., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Holders and Repairers of Ships, Engines and Boilers, and Electrical Engineers. Manufacturers of Compound Condensers, Steam Manganese, Bronze Castings, Parsons Steam Turbines and Turbo-Alternators, &c. &c.

NAGASAKI
TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Docks No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

KOBE.
TELEGRAPHIC ADDRESS: "DOCK," KOBE.
FLOATING DOCKS.
Lifting Power ... No. 1 7,000 tons. No. 2 12,000 tons.
Max. Length of Ship taken in ... 480 feet. 580 feet.
Max. Breadth of Ship taken in ... 66 " 66 "
Max. Draft of Ship taken in ... 22 " 22 "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimoda).
TELEGRAPHIC ADDRESS: "DOCK," SHIMODA.
GRAVING DOCK.
Length on Keel Blocks ... 388 feet 0 inches.
Breadth at Entrance on bottom ... 58 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 7 "
Floating Crane capable of lifting 20 tons weight.
THE NAGASAKI, KOBE and HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. 743

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL.

Now well-known throughout the East for STEAM RAISING, FORGING, STEEL MAKING, SHIPS, BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE:

Complete with the best quality English Cokes for FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES. HIGHEST GRADE FIREBRICKS. FIRECLAY. STOCK ALWAYS ON HAND.
Office: QUEEN'S BUILDINGS, HONGKONG. Tel. Ad.: MAISHAN, HONGKONG. TELEPHONE No. 1030.

DODWELL & CO., LTD.,
Agents.
Hongkong, 1st October, 1914. 126

SOUTH MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY OPENED TO THE TOURIST AND HOLIDAY-MAKER.
THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.
Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Carriages operated between Dairen and Changchun in connection with the Trans-Siberian Express Train and with Dairen-Saitou (Tientsin) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.				SOUTH BOUND.			
Leave Dairen	Arrive Changchun	Leave Changchun	Arrive Dairen	Leave Dairen	Arrive Changchun	Leave Changchun	Arrive Dairen
7.00 a.m.	10.30 a.m.	1.00 p.m.	4.30 p.m.	7.00 a.m.	10.30 a.m.	1.00 p.m.	4.30 p.m.
11.30 a.m.	2.00 p.m.	5.30 p.m.	9.00 p.m.	11.30 a.m.	2.00 p.m.	5.30 p.m.	9.00 p.m.
1.00 p.m.	4.30 p.m.	8.00 p.m.	11.30 p.m.	1.00 p.m.	4.30 p.m.	8.00 p.m.	11.30 p.m.
5.00 p.m.	8.30 p.m.	12.00 a.m.	3.30 a.m.	5.00 p.m.	8.30 p.m.	12.00 a.m.	3.30 a.m.
9.00 p.m.	12.30 a.m.	4.00 a.m.	7.30 a.m.	9.00 p.m.	12.30 a.m.	4.00 a.m.	7.30 a.m.

* Russian Train Time is 25 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Port Fee.
To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Changchun at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 5.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Ad. 110) "Yamato" at Dairen, Port Arthur, Mukden, Changchun, and Hsiao-ming (the first one-stop report in North China), all under the Company's management.

TICKET AGENTS.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL STEAMING CO. & EXPRESS TRADING CO.; Messrs. THOS. COOK & SON; the NIPPON YUSEN KAISHA, Shanghai; and the NIPPON YUSEN KAISHA, Shanghai; from whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Ad.: "MANCHURIAN."

Codes: A.B.C. 5th Ed. Western Union, and Bentley's.

FUSHUN COAL.

THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Antung, Quidong, Shanghai, Hongkong, Manila, Singapore, and Fuzhou.

MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN.
499

KELLY & WALSH, LTD.

LIST OF NEW BOOKS.

Received per s.s. "SANGOLA," May 27th, 1916.
The Way to Win, by W. Le Queux ... \$.80
L'Adjudant Benoit, by Marcel Prevost ... 2.00
Verdon to the Vorges, by Gerald Campbell ... 8.50
Poetry for Children, by Kenneth Grahame ... 2.40
Introduction to the Study of International Relations ... 1.60
There was a Crooked Man, by Dolf Wyllarde80
Medical and Veterinary Entomology, by W. B. Herms ... 13.50
The Diplomacy of the Great War, by A. Bullard ... 5.20
Japanese Expansion and American Policies, by J. Francis Abbott ... 5.20
Needwork without "Specimens," by G. P. Cleland ... 2.75
Pitman's Business Girls' Handbook ... 1.20
Pitman's Reporters' Assistant ... 2.00
Pitman's Company Secretarial Work80
Pitman's Shorthand Clerks' Guide ... 1.20
The Young Knights of the Empire, by Sir B. Baden Powell60
The Self-Discovery of Russia, by J. Y. Simpson ... 4.60
Continuous Current Engineering, by A. Hay ... 5.20
Ferdinand of Bulgaria, by the author of "The H. Kaiser" ... 1.60
Ballads of Battle, by Corporal J. Lee ... 2.00
The Bright Eyes of Danger, by John Foster ... 2.75
COWLES' INDUCTIVE COURSE IN CANTONESE, PART 2 ... 2.00
The Tobacco everyone is asking for:—"SKIPPER" BRAND BRITISH NAVY CUT, Full Strength—Made in England. 1 and 1/2 lbs. Tins. 14

FOR SALE.

ONE SET VERTICAL MARINE ENGINES, with three cylinders of 16 inches, 24 inches and 40 inches diameter, with Condenser and Pumps, complete. Also three big discharge valves, one reducing valve, two discharge valves, one set double safety valves, one steam distributing valve chest with valves, one bulkhead flange for shaft, one main injection valve, and one spare condenser door, all having been formerly used in connection with the aforesaid engines. Built in 1904 and been in use only 14 months.
1,883 lbs.—Self-Hardening Steel.
1,577 lbs.—L.A. Turning Steel.
926 lbs.—Oval Chisel Steel.
2,896 lbs.—Round-Punching or Turning Steel.
One hundred Kilos Metal Packing.
Open to Offers.
For further particulars apply to—
GEO. P. LAMBERT,
4, Duddell Street. 141

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 588G. at \$6, \$7, and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.
Inspection invited.
WM. SCHMIDT & Co.
Hongkong, 4th February, 1915. 641

FRENCH LESSONS.

G. MOUSSON,
15, MORRISON HILL ROAD. 732

MITSUBISHI GOSHI KWAISHA (MITSUBISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASHIMA, OCHI, MUTABE, KISHIDAKE, YOSHINOTANI, HOJO, NAMAZUTA, SAYO, KANADA, SHINNEW, KAMIYAMADA, BIBAI AND OYUBARI COLLIERIES.
AGENT FOR SAKITO COAL.
HEAD OFFICE: MARUNOUCHI, TOKYO.
BRANCH OFFICES:—NAGASAKI, MOJI, KARATSU, WAKAMATSU, OTABU, MURORAN, HAKODATE, KOBE, OSAKA, KURE, TOKYO, YOKOHAMA, NAGOYA, TSUBUGA, VIADIVOSTOK, HANKOW, PEKING, LONDON, NEW YORK, SHANGHAI, HONGKONG, HAIPHONG and CANTON.
Cable Address:—"IYASAKI."
Codes:—A.I., A.B.C. 5th Ed. Western Union, and Bentley's.

Agents:—CHINKIANG—Messrs. GRANT & Co. MANILA—Messrs. MACDONALD & Co. SINGAPORE—Messrs. BORNES & Co. LTD. GLASGOW—Messrs. A. R. BROWN, McFARLANE & Co. LTD.

For Particulars apply to—
K. KATO, Manager,
No. 2, Fadder Street, Hongkong.
Hongkong, 23rd May, 1915. 618

"LE MOS"

NATURAL LEMON SQUASH.

\$1.10 per bottle.

SIRDIR LIME JUICE

CORDIAL.

RECEIVED BY THE
S.S. "EMPRESS OF JAPAN,"
INCLUDING ALL THE LATEST SUCCESSES.
S. MOUTRIE & CO., LTD.,
EXCLUSIVE AGENTS.

129

PRICE £100, £200, £500, £1,000 AND £5,000.

Bonds in denominations of £5, £20 and £50 are obtainable through the Post Office in England, and the Bank will forward applications for these smaller amounts if desired. Everyone, therefore, can help, however modest his means may be.

[733]

INDISPENSABLE TO EVERY
BUSINESS MAN.
TO BE OBTAINED FROM THE—
HONGKONG DAILY PRESS OFFICE
and
LOCAL BOOKSELLERS.
1,750 PAGES—PRICE \$10.

TO-MORROW

Tuesday, 13th June:—

MARTIN'S

APIOL & STEEL
THE LIVER PILLS

It is the best medicine for all Liver and Stomach troubles. It is a powerful and a certain cure for all cases of Indigestion, Biliousness, Headache, Constipation, and all the ailments of the system. It is a powerful and a certain cure for all cases of Indigestion, Biliousness, Headache, Constipation, and all the ailments of the system. It is a powerful and a certain cure for all cases of Indigestion, Biliousness, Headache, Constipation, and all the ailments of the system.

MARTIN'S

APIOL & STEEL
THE LIVER PILLS

Captain H.E., he begins in the Egyptian army of second-in-command of a regiment of cavalry. In Wolsey's campaign he was Intelligence Officer. During the summer of 1884 he was a Korosko, negotiating with the Ababdeh sheikhs in view of an advance across the desert to Abu Hamed; and note how characteristically he has now bettered the then abandoned project by going that way to Berber and Khartum himself only with railways! The idea of the advance across the desert he took over from Lord Wolseley, and indeed from immemorial Arab caravans; and then, for his own stroke of insight and resolution amounting to genius, he turned a raid into an irresistible certain conquest, by superseding camels with the railway. Others had thought of the desert route: the Sirdar, connecting Korosko to Halfa, used it. Others had projected desert railways: in Sudan made one. But that, summarised in one instance, is the working of the Sudan railways.

General, he has been entrusted with army of six brigades, a command over as few of his seniors have ever led in field. Finally he has been charged with a mission such as almost every one of them would have greedily accepted—crowning triumph of half a generation's war. Naturally he has awakened joy, accolades, and he is sought, permitted to take a rest on the day only by the prospect of success in the last. If in this he he is not so stiffly unshaking to the fact as he is to the low, who shall blame him? He has climbed too high not to feel every precaution against a fall.

But he will not fall, just yet at least. So far as Egypt is concerned, he is the man of destiny—the man who is preparing himself sixteen years for one great purpose. For Anglo-Egypt is the Mahdi, the expected; the man who has sifted experience and correction into his mind, who has made no error; who for great, unmarble to sit and waited for great, marble to sit and under a smite, steadfast, cold, and undeviating, the man who has cut out his human heart and made himself a shrine to rotunda Khartoum.

representative of the British people. It was while he was home on the summer of 1914 that the project broke out, and the minds of a few instantly turned to him in the emergency was just about to return to Cairo, a vigorous newspaper agitation secured his reappointment as High Commissioner of the Sudan, the office of Prime Minister was temporarily left after the retirement of Colonel Cromer, and upon misadventure which had arisen with the Ministry of War, his work in connection with the war is too well-known to require. He achieved the arduous task of raising a new army of 50,000 men, "Kitchener's Army," as it is called, and this fact alone ranks as one of the greatest achievements in connection with the world's history. His untimely death will cast a gloom upon the whole of the British Empire, have to mourn one of England's ablest and most successful soldiers and administrators. His harness it is true, but the blow and quite unexpected one.

A THREE YEARS' WAR

Where Kitchener has failed it has been partly because of his ignorance of English conditions, partly because, being a glutton for work and a natural autocrat, he has tried to do too much himself, and partly because his is not by any means a first class mind. I was discussing this point about three weeks ago in London with one of the few fellow Ministers—a man whose training and instincts have been the very opposite of Kitchener's who has a singular gift of dispassionate judgment.

A GREAT MAN.

"The people," he said, "believe K. to be a great soldier. He is nothing of the kind, but he is a good organizer and a hard worker, but the real test of his mind and temperament is toward diplomacy. He is half-Irish and half-Asiatic. He would make a better Prime Minister than Secretary for War. As a colleague I like him. He is pleasant, considerate, and far more talkative than I had expected to find him. But, also, he is stupid. No, 'stupid' isn't quite the word. Impenetrable! That's it. Occasionally you will strike from him sparks that surprise you, flashes that make you say to yourself, 'This man, after all, is not so dull as he seems.' No other soldier that I know of could have said what he has just said. And then, just when you have been encouraged to expect something really illuminating, he falls back into his normal state and says, 'yes, impenetrable self. And at times you can get nothing out of him, and put nothing in. But all the same you remember the sparks and the flashes that shocked you for a moment and realizing that he is really a great man.'"

"I hardly, however, think it likely that he will stay much longer at the War Office. His work there is pretty well done; and there is another, and in many ways a more familiar, scene of action that demands his presence. We are fighting two or three Middle-Eastern wars, as well as the war in Europe. We are engaged on the Tigris and Euphrates, in Mesopotamia, in Persia, in Arabia, and Syria, and on the banks of the Nile, and there is still an open account with the Germans in East Africa. These operations are subsidiary to, and yet in a sense apart from, the main theatre of war, and they raise a host of military and diplomatic problems peculiarly their own. Carrying them on simultaneously from London has been proved an unsatisfactory method. Cairo is the obvious centre at which these varied threads meet. And nobody's presence at Cairo would carry such weight from the Balkans to Afghanistan as Lord Kitchener's."

25th July

HK College of Medicine for CHINESE

Medicine

Hong Kong Daily Press

Wed June 7th 1916

Y. SK. died at 11 o'clock 11 a.m. 58 yrs old

inflammation of the kidneys

A writer said, YSK is the most outstanding fig CHINA has produced during the past century

A ruler of very remarkable gifts

A leader of the modernizing movement in CHINA

one of the first to Westernize the military organization

He repudiated the old CHINESE conservatism on the one

hand & the rash reforms of young China on the other

He ever proved himself a friend of the white man

He believed in modern education, in social reforms

welcomed the missionaries

Above all, he was a man of order, never afraid of employing the strong hand

In spite of the fact that his pretensions to the Dragon throne alienated the sympathies of many of his supporters & led to the beginning of the revolt which recently seriously undermined his power

There were few foreign residents in CHINA who did not hold firmly to the belief that Yuan's hand on the

helm of state was absolutely essential to good govt.

His loss is a serious blow to the country and

as far as can be seen there is no one to take his place

Upon the receipt of the news there were scenes of varying sentiment. Local disturbance wherever

Fire-crackers.

the Daily Press said, "It may seem, & undoubtedly is, deplorable in the eyes of Western people to see men triumph over the death of a great & compatriot, who is though regarded by them as the chief cause of all the trouble in China of late, still did wonderful things for his ~~new~~ country."

9th June

Br. residents in the Far East will regret his loss, for he was a man upon whom they felt reliance could be placed! — ^{then} Governor of Shantung during the Boxer he defended every European in his territory.

THE WAR.

LORD KITCHENER'S TRAGIC FATE.

DROWNED WHILE ON MISSION TO TSAR.

RUSSIA'S GREAT OFFENSIVE.

BEATTY'S MESSAGE TO HIS MEN.

INTERNAL DISSENSIONS IN GERMANY.

LORD KITCHENER AND STAFF LOST.

His Excellency the Governor has received the following telegram from the Secretary of State for the Colonies:—
"Deeply regret to inform you that His Majesty's ship, with Lord Kitchener and staff on board, was sunk by mine or torpedo last night in heavy sea. Feared no hope any survivors."

[THROUGH REUTER'S AGENCY.]

LORD KITCHENER ON H.M.S. "HAMPSHIRE"

NO SURVIVORS FOUND.

London, June 6th.
The following is the full text of a *communiqué* from Admiral Sir John Jellicoe:—

"I have to report with deep regret that H.M.S. *Hampshire*, with Lord Kitchener and Staff aboard, was sunk last night about 8 o'clock to the westward of the Orkney Islands, either by mine or torpedo.

"Four boats were seen by observers on shore to leave the ship. The wind was North-North-West, and there were heavy seas. Patrol-boats and destroyers immediately proceeded to the spot, and a party were sent along the coast to search, but only some bodies and a capsized boat have up to the present been found.

"As the whole shore has been searched from seaward I greatly fear there is little hope of any survivors. No report has yet been received from the search party ashore."

LONG MEETING OF WAR COUNCIL.

Owing to Lord Kitchener's feared death, Mr. Asquith has cancelled all his engagements. A meeting of the War Council was summoned and set for over two hours this afternoon.

LORD KITCHENER ON SPECIAL MISSION TO TSAR.

The Tsar had invited Lord Kitchener to Russia, where, at the request of the Imperial Government, Lord Kitchener was to have discussed important military and financial questions.

THE WAR MINISTER'S STAFF.

The War Office announces that the special party on board the *Hampshire* consisted of Lord Kitchener, Lieut. Colonel FitzGerald (Personal Military Secretary), Brigadier-General W. Ellerghaw, Second-Lieut. R. D. MacPherson, and also Mr. H. J. O'Beirne, of the Foreign Office (formerly Minister to Bulgaria), Sir H. F. Donaldson, Mr. L. Robertson, of the Ministry of Munitions, a few clerks, detectives, and servants.

Mr. Leslie Robertson was a son of the ex-Governor of Bombay.

BRITAIN'S RECEPTION OF THE NEWS.

Consternation mildly describes the nation's reception of the news that Lord Kitchener had been drowned. The public did not even know that he had left London, much less that he was on an important mission to Russia, whose offensive has rivetted all eyes.

World-wide praise of "our greatest soldier" is pouring in, messages acknowledging with gratefulness that he laid down his life for his country.

[THROUGH REUTER'S AGENCY.]

THE EMPIRE'S LOSS.

The gathering of representatives of all parts of the Empire at the Imperial Council of Commerce was dramatically terminated owing to the tragedy. Mr. Asquith should have presided at the luncheon, but it was announced by Lord Desborough, who is a relation of Lord Kitchener, that Mr. Asquith was unable to attend owing to the disaster.

Lord Desborough, who was deeply moved, paid an eloquent tribute to Lord Kitchener's great qualities.

The Lord Mayor, the High Commissioners, and the representatives of the Dominions and India expressed the Empire's loss, which would only strengthen the Empire's determination to achieve victory.

HIS MAJESTY AND THE DISASTER.

"SUPREME AND DEVOTED SERVICE."

An Army Order says:—

"His Majesty the King has learned with profound regret of the disaster whereby the Secretary of State for War has perished, while proceeding on a special mission to the Tsar. Lord Kitchener gave 45 years of distinguished service to the State, and it is largely due to his administrative genius and unwearied energy that the country has been able to create and place in the field Armies which to-day are upholding the traditional glories of the Empire.

"Lord Kitchener will be mourned by the Army as a great soldier, who, under conditions of unexampled difficulty, rendered supreme and devoted service both to the Army and State."

THE ARMY IN MOURNING.

His Majesty the King has ordered the officers of the Army to wear mourning for the death of Lord Kitchener for one week, beginning on the 7th inst.

A MEMORIAL SERVICE.

The War Office announces that a Memorial Service will be held in St. Paul's Cathedral. The date has not yet been fixed.

(H.M.S. *Hampshire*, a cruiser of 10,850 tons, was on the China Station at the outbreak of war. She was built in 1905 and carried four 7.5-inch and six 6-inch guns.)

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

THE GREAT NAVAL BATTLE.

HIDING THE BATTERED FLEET.

London, June 6th.

Indications of the heaviness of the damage suffered by the German Fleet continue. It is significant that the Governor of Wilhelmshaven issued a warning that temporary visits to Wilhelmshaven will only be granted in cases of the utmost urgency for the next few months.

MORE DAMAGED VESSELS.

It is reported that a German torpedo boat towed into Zeebrugge on Saturday a destroyer and a submarine, both of which were badly damaged.

WHY THE ADVENTURE WAS UNDERTAKEN.

There is evidence that the German Fleet's adventure was undertaken for the purpose of satisfying public opinion in Germany, in view of the growing discontent at the effectiveness of the British blockade and the inactivity of the German Fleet.

[THROUGH REUTER'S AGENCY.]

"AN UNDOUBTED VICTORY FOR US."

ADMIRAL BEATTY'S LETTER TO HIS MEN.

London, June 6th.

Vice-Admiral Sir David Beatty, in a letter to his men, says:—

"The Germans thought to catch our Fleet unprepared, but they didn't. The great Day which the Germans expected to fructify resulted in an undoubted victory for us, although not so great as we expected.

"We drew the enemy into the jaws of our Fleet. I have no regrets, except that gallant men, who died gloriously, have perished. It would have warmed your hearts to have seen how gallant Hood (Rear-Admiral the Hon. Horace Hood) brought his squadron into action. Would to God he had been more successful in the general result. We are ready for the next time. Please God it will come soon. The battle-cruiser fleet is alive and has a very big kick in her."

THE BRITISH CASUALTIES.

London, June 6th.
The casualties on ships not sunk in the battle are:—Killed, 162; wounded, 138; missing, 5.

NAVAL APPOINTMENTS.

London, June 6th.

Vice-Admiral Sir Fredk. Tower Hamilton (Second Sea Lord) has been appointed to the command at Rosyth, and Vice-Admiral the Hon. S. A. Gough-Calthorpe has been appointed a Lord Commissioner at the Admiralty.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GREAT BATTLE FRONT.

ENEMY FORCES OPPOSING RUSSIANS.

Petrograd, June 6th.

The south-western battle front exceeds 250 miles. The enemy forces number about 40 Infantry Divisions, including two German Divisions, and a dozen Cavalry Divisions, totalling 625,000.

AN IMPORTANT SUCCESS.

Paris, June 6th.

It is reported that the Russian General Kaledine has scored a most important success in the neighbourhood of Olyka, forcing three strongly fortified Austrian lines. The Austrian prisoners now number 15,000.

AUSTRIA'S ASSUMED INDIFFERENCE.

COMMENT ON RUSSIAN OFFENSIVE.

Amsterdam, June 6th.

Vienna reports in a tone of assumed indifference that a violent battle has been raging for 24 hours on a Russian front of over 300 kilometres. A *communiqué* speaks of countless waves of Russian infantry attacking, and says that General Brusiloff, who is apparently commanding, seems to be following the Russian tactics in the Carpathians, trying to break the Austrian lines by massed attacks.

SUCCESSES DEVELOPED.

PRISONERS AND BOOTY INCREASING.

Petrograd, June 7th.

The Russians continue to develop their successes from the Pripiet to Rumania, and have up to the present captured 480 officers, 25,000 men, 17 guns, and over 50 machine-guns.

TURKS FAIL TO DRIVE BACK RUSSIANS.

Petrograd, June 6th.

A *communiqué* states that the Turks continued an offensive in several sectors in the Baiburt and Erzindjan region, and were everywhere repulsed. We delivered a blow at the Turks near Hannekin on Saturday.

[THROUGH REUTER'S AGENCY.]

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

DESPERATE BATTLE IN YPRES SALIENT.

UNPRECEDENTED EXPENDITURE OF SHELLS.

London, June 6th.

Correspondents at British Headquarters describe the fighting in the Ypres salient, south of Hooge, as most desperate, and say it has already developed into a most sanguinary engagement, though the area has not extended beyond the original front of two miles. The losses of both Canadians and Germans were very heavy.

The bombardment was of unprecedented intensity, and the expenditure of shells was almost incredible compared with the previous experience. Canadians showed the utmost gallantry, in bombing and hand-to-hand fighting, and regained practically the whole of the lost line, only to endure a most terrific artillery fire. Trenches were demolished and heaped with the dead, and it was impossible to hold the positions and live. Summing up, the Germans have won a mile front, of a depth of 350 yards.

FURTHER HEAVY FIGHTING.

ENEMY INFANTRY ATTACKS.

London, June 7th.

General Sir Douglas Haig, in a *communiqué*, says:—There was heavy fighting in the afternoon to the east of Ypres. The enemy at noon opened a heavy bombardment round Hooge and Ypres, and exploded a series of mines between 3 and 4.30 in the afternoon at various points on a front of 2,000 yards, north of Hooge. These were followed by unsuccessful infantry attacks.

The enemy immediately north of Hooge penetrated our front trenches after the explosion of mines. Fighting continues. Our general line is still intact.

Enemy attacks further north were unsuccessful. The day was comparatively quiet on the remainder of the front. We exploded a defensive mine north of Boelincourt, considerably damaging the enemy's galleries.

Small bodies of British troops last night entered the German trenches at three points, inflicting casualties, bombing the shelters, and capturing prisoners. The inclement weather yesterday hampered operations in the air.

FURTHER GERMAN EFFORTS FAIL.

Paris, June 6th.

To-day's *communiqué* says:—Two German attacks last night on our positions between Yaux and Dambloup were completely defeated. There is no change at Fort de Vaux, which the enemy is bombarding with continued violence.

BRAVE DEFENCE OF FORT DE VAUX.

Paris, June 7th.

The evening *communiqué* says:—There has been no infantry action on the northern front at Verdun, but the artillery duel continued undiminished in the Yaux-Dambloup region.

Battalion Commander Raynal, who is defending Fort de Vaux with tireless energy, has been appointed a Commander of the Legion of Honour.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

HEAVY ATTACKS IN SNOWSTORMS.

ITALIANS HOLDING FIRM.

Rome, June 6th.

A *communiqué* reports that the enemy made heavy infantry attacks amid a raging snowstorm on Sunday night in several sections, but all were repulsed. The fighting was fiercest on the Asiago Plateau, where great masses of troops were hurled into action.

The Italians regained some ground at Monte Cengio.

[THROUGH REUTER'S AGENCY.]

GENERAL.

[THROUGH REUTER'S AGENCY.]

HEARTENING WAR-WEARY PUBLIC.

INTERNAL DISSENSIONS IN GERMANY.

London, June 6th.

Everywhere outside Germany it is realised that the object of Dr. Bethmann-Hollweg's bombastic speech was to hearten a war-weary public. Indeed the speech revealed hitherto undreamed-of internal dissensions. He himself announced that Germany was flooded with pamphlets against Prussianism and Germany's forcing the war on Europe.

The general comment is that the Chancellor has avoided looking at Erzerum, Trebizond, German East Africa, and Germany's lost Colonies, and also ignored that there are still no German merchantmen on the sea except in the Baltic.

GREEK GOVERNMENT AND VENIZELLOS.

PROPOSES TO ARREST HIM.

London, June 6th.

It is reported from the Piraeus that the Greek Government proposes to proclaim martial law and to arrest M. Venizelos and his principal political friends.

THE ALLIED ECONOMIC CONFERENCE.

London, June 6th.

Lord Crewe will represent Great Britain at the Economic Conference, in the absence of Mr. Runciman.

IMPERIAL COUNCIL OF COMMERCE.

MR. C. H. ROSS REPRESENTS HONGKONG.

London, June 6th.

The Indian representatives at the Conference of the Imperial Council on Commerce are as follows:—

Sir E. Cable, Mr. C. McLeod, and Mr. T. McMorran, Bengal.

Sir Hugh Fraser and Mr. A. J. Yorke, Madras.

Sir James Walker and Mr. H. Chalmers, the Punjab.

Sir A. Binning and Mr. C. Findlay, Burma.

Sir A. McRobert, Upper India.

Mr. R. F. Hardie, Ceylon.

Mr. G. M. Gordon represents Aden and Mr. C. H. Ross Hongkong.

Lord Desborough is presiding. The Conference was discussing a resolution urging early arrangements for reciprocal preferential trade relations between the Empire, and the Empire and the Allies when the news of the disaster to H.M.S. *Hampshire* and the fate of Lord Kitchener was received, and the gathering was immediately adjourned.

NEW SECRETARY OF IMPERIAL CONFERENCE.

London, June 6th.

Mr. Bonar Law has appointed Mr. H. C. Lambert Secretary to the Imperial Conference, in succession to Sir H. Just, who is retiring.

TERRITORIAL SYSTEM IN INDIA.

London, June 6th.

Discussing a proposal to adapt the Territorial system to India *The Times* says that it seems well adapted to meet the requirements of a complex situation, and would give Indians of good social position opportunities they have long sought of military service under the Crown and would meet appropriately an insistent claim.

INDIAN ARMY PROMOTIONS.

London, June 6th.

The following officers of the Indian Army have been promoted:—Colonel H. T. Brooking, to be Temporary Major-General.

Colonel E. W. Macdonby and Colonel H. L. Richardson, to be Brigade Commanders.

Colonel A. G. Peyton to be commandant of lines of communication.

[THROUGH REUTER'S AGENCY.]

SETTLEMENT OF IRISH PROBLEM.

SIR EDWARD CARSON'S SUGGESTION.

London, June 6th.

At a meeting of the Ulster Unionist Council Sir Edward Carson suggested that negotiations for a settlement of the Irish problem should proceed on the basis that the counties of Antrim, Down, Armagh, Fermanagh, and Londonderry, County Borough of Belfast, and Londonderry be excluded from the operation of the Home Rule Act.

JUTE STRIKE ENDING.

London, June 6th.

The Dundee jute strike has practically ended. The Committee of the Workers' Union recommended resumption, following an appeal by the Board of Trade, on the understanding that their claims would be considered.

ANTARCTIC RELIEF EXPEDITION.

MONTE VIDEO, June 6th.

A Relief Expedition starts immediately to fetch Sir Ernest Shackleton's companions.

DEATH OF THE YUAN SHOU.

CONDITIONS COMPLICATED BY VARYING TREATMENTS.

PEKING, June 6th.

President Yuan Shih-kai died of uræmia. He was attended by three French and a number of Chinese doctors. The conditions were complicated by varying treatments. The instructions of the Frenchmen were often ignored. Vice-President Li Yuan Hung has been appointed temporary President.

IN ENEMY EMPLOY.

WHAT THE NEW REGULATIONS MEAN.

The new regulations, prohibiting service in enemy employ (No. 8 of 1916), which were just recently published, mean that watchmen who are British subjects and who are in the employ of enemy firms or individuals are liable to prosecution under the new regulations and all such will be proceeded against unless they immediately vacate such employment.

This will affect a number of Sikh watchmen who are in the private employ of enemy firms and individuals, not only in Shanghai but in the outports, as the order is applicable to China. A number of the Sikhs in such employ are of the sort that are not desirable in the country in any event, and if they persist in remaining in the employ of the enemy they will be prosecuted and, perhaps, sent back to India.

The order not only affects the Sikh watchmen, but all British subjects remaining in enemy employ. It is not believed that there are now remaining in such employment more than a very few Britons, but there are believed to be in enemy employ, at Shanghai and in the outports, not a few British subjects, born of other nationalities, and the new regulations apply to them. In fact, the purpose of the new regulations seems to be to require all employees of the enemy in China to leave such employment.

HOW FRANCE RECEIVED RUSSIANS.

GENERAL'S DINNER TO THE OFFICERS.

The General Commanding the 15th District, who had with him a number of French, British, Serbian, and Belgian officers, received the Russian officers who have arrived with the Russian detachment to fight in France, and gave them luncheon.

In welcoming them the general said:—

"Your presence in France can only tighten, if possible, the bonds of our allegiance by making it more intimate and more conspicuous. Everywhere, both the fronts in the west and on the frontier of Russia, the struggle is being carried on with the same bitter energy and the same unshakable conviction of final success."

The general concluded by drinking the healths of the Allied Sovereigns, and General Joffre's Order of the Day greeting the Russians was then read.

In the evening, the general gave a dinner party in honour of the Russians. Speaking afterwards, he congratulated his Russian brothers-in-arms on having accomplished such valiant and difficult work on every side, and he paid a glowing tribute to the defenders of Verdun and the conquerors of Erzerum and Trebizond.

The *Journal* publishes a cartoon showing two soldiers, a French and a Russian, fraternising. The Frenchman says to the Russian, "You say that you can speak French, as you are already able to say 'We shall get them.'"

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING

From Hongkong Connecting with From Colombo

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong S.S. "JESERIC" About 15th June.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & HUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

to

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails
LONDON	"CITY OF VIENNA"	On 16th June
LONDON & SWANSEA	"CITY OF BOMBAY"	On 22nd July

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice on route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

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THE BANK LINE, LTD.,

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GENERAL AGENTS

Hongkong 11th April, 1916.

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C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
SHANGHAI	"ANHUI"	On 8th June, 4 P.M.
SAIGON	"HUNAN"	On 9th June, Noon.
SAIGON	"KASHING"	On 9th June, Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"KURICHOW"	On 9th June, 4 P.M.
HAIPHONG	"SUNGKIANG"	On 13th June, 10 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 13th June, 4 P.M.

DIRECT SAILINGS TOWARD RIVER TWICE WEEKLY.

SS. "LIVAN" and SS. "GANTU" MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN"—Excellent Saloon accommodation Amlships; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. SS. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG" and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung. For Freight or Passage apply to—

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Hongkong 8th June, 1916.

TELEPHONE 35.

AGENTS.

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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

Occupying (at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 9th June, at 2 P.M.
"HAITAN"	Capt. J. S. Thomson	TUESDAY, 13th June, at 2 P.M.
"HAIRONG"	Capt. J. W. Evans	FRIDAY, 16th June, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 8th June, 1916.

BRITISH INDIA S. N. CO., LTD.

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REGULAR SERVICE BETWEEN
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EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

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DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 19th May, 1916.

P. & O. S. N. CO.

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MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, & C.

Steamer	Leave Hongkong	Connecting Mail	Due at	Due at
to	from	Str. from Colombo	MASSILLLES	LONDON
COLOMBO	from	from	1916	1916
NAGOYA	June 16	KHYBER	July 17	July 24
NYANZA	June 29	Through steamer	Aug. 1	Aug. 13
NELLORE	July 14	Through steamer	Aug. 18	Aug. 27
NANKIN	July 21	Through steamer	Sept. 1	Sept. 10
SOMALI	Aug. 11	KAISAR-I-HIND	Sept. 1	Sept. 18
NORE	Aug. 25	MOULTAN	Sept. 25	Oct. 2
NOVARA	Sept. 8	KASHGAR	Oct. 25	Oct. 15
NAMUR	Sept. 22	Through steamer	Oct. 25	Nov. 4

Passengers change Steamers at COLOMBO.

Accommodation to the connecting steamer from COLOMBO is deferred, and is not available at the time of "Booking."

On the Australia Route Tickets Interchangeable with Great Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

SS.	LEAVE HONGKONG ABOUT
NELLORE	THURSDAY, 22nd June.
NANKIN	SATURDAY, 1st July.
NOVARA	SATURDAY, 15th July.
NORE	SATURDAY, 29th July.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS,
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AND PORT SAID.
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Leave	Due at	Due
	H'KONG	S'PORE	MASSILLLES	LONDON
	about	about	about	about
NOVARA	Aug. 16	Aug. 21	Sept. 20	Sept. 29

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Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
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THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
	AND DEPARTURE		
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	KAMO MARU Capt. Shimizu	16,000	THURSDAY, 8th June, at Noon.
	KATORI MARU Capt. Kato	21,000	THURSDAY, 22nd June, at Noon.
VICTORIA, H.O. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	SADO MARU Capt. Asakawa	14,500	TUESDAY, 27th June, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, RAMPANGA, THURSDAY, ISLAND, TOWNVILLE and BRISBANE	TANGO MARU Capt. Takano	12,500	TUESDAY, 13th June, at 4 P.M.
	NIKKO MARU Capt. Takada	9,800	FRIDAY, 14th July, at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	CEYLON MARU Capt. Terada	10,000	THURSDAY, 22nd June.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	YETOROFU MARU Capt. K. Ogata	9,800	FRIDAY, 9th June.
SHANGHAI and KOBE	COLOMBO MARU Capt. Nomura	8,000	THURSDAY, 15th June.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Kobayashi	8,000	THURSDAY, 8th June.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. Terada	9,800	SUNDAY, 12th June, at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	MISHIMA MARU Capt. S. Wada	16,000	TUESDAY, 13th June, at 10 A.M.

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To London 1st Single Yen 650	To London 2nd Single Yen 420
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Steamer	Tons and Speed	Leave Hongkong
* DAIREN MARU	9,000 — 12 knots	SUN., 18th June Noon.
* PERSIA MARU	9,000 — 14 knots	TUES., 4th July 10.30 A.M.
* KWANTO MARU	8,000 — 12 knots	SATUR., 8th July Noon.
* KIYO MARU	17,900 — 14 knots	TUES., 11th July Noon.
TENYO MARU	22,000 — 21 knots	TUES., 18th July Noon.
* JINYO MARU	8,000 — 12 knots	WED., 26th July Noon.
* NIPPON MARU	11,000 — 15 knots	TUES., 1st Aug. 10.30 A.M.
SHINYO MARU	22,000 — 21 knots	TUES., 15th Aug Noon.

† Via MANILA, Omittting Shanghai

‡ Proceeding to South American Ports.

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* "TACOMA MARU" T. Hamada MONDAY, 12th June, at 3 P.M.

* "MANILA MARU" T. Hamada THURSDAY, 22nd June, at 3 P.M.

† Omittting Shanghai and Nagasaki. * Omittting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

"SAIGON MARU" T. Yamaguchi THURSDAY, 6th July, at Noon.

JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, BATAVIA AND SINGAPORE.

"NITAKA MARU" THURSDAY, 29th June, at Noon.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

* "SOHU MARU" THURSDAY, 8th June, at 9 A.M.

* "KAJO MARU" SUNDAY, 11th June, at Noon.

† Proceeding to Anping and Takao.

† Proceeding to Tamsui and Keelung.

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